GRUMMAN
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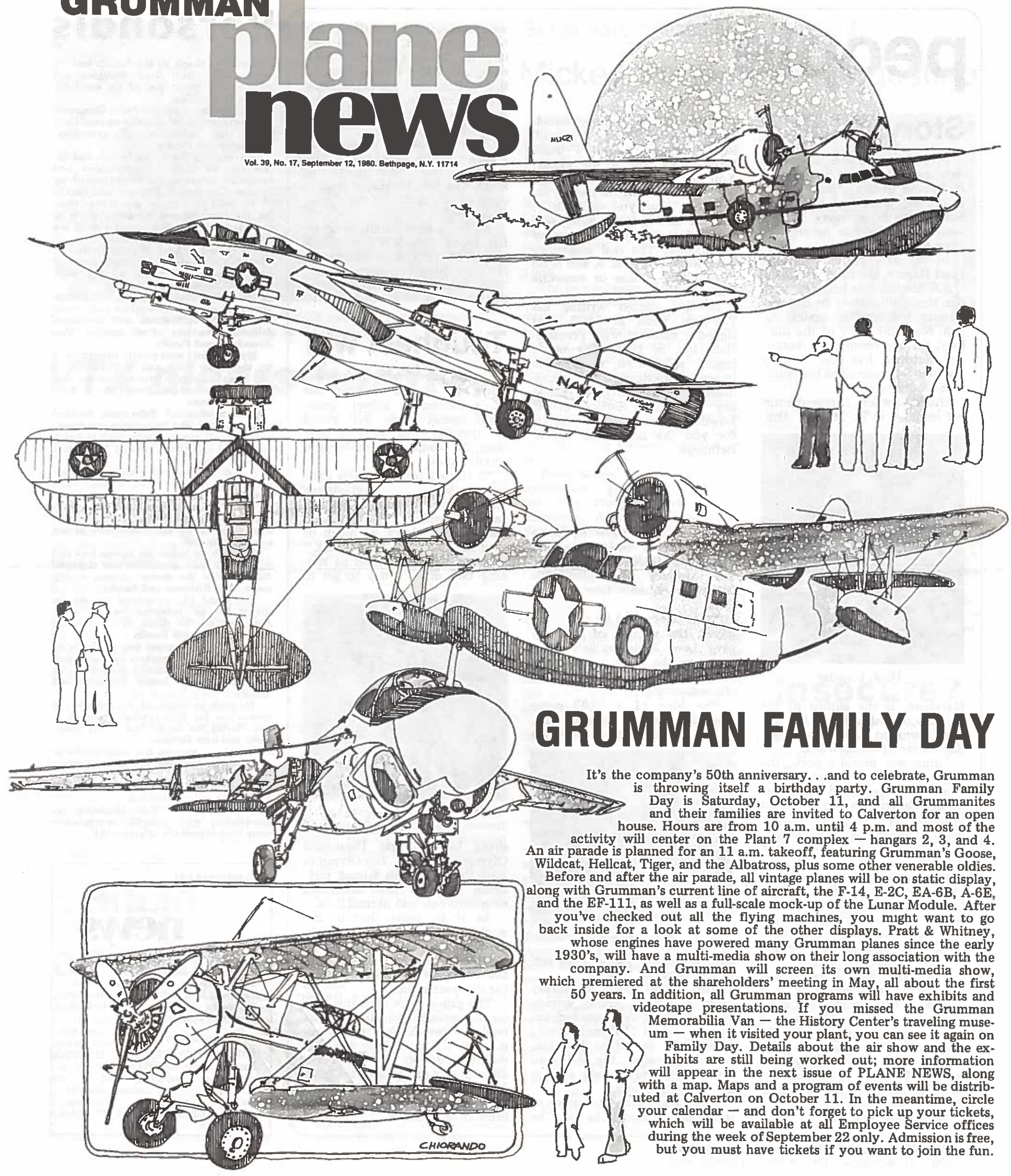

GRUMMAN FAMILY DAY

It's the company's 50th anniversary. . .and to celebrate, Grumman is throwing itself a birthday party. Grumman Family Day is Saturday, October 11, and all Grummanites and their families are invited to Calverton for an open house. Hours are from 10 a.m. until 4 p.m. and most of the activity will center on the Plant 7 complex — hangars 2, 3, and 4. An air parade is planned for an 11 a.m. takeoff, featuring Grumman's Goose, Wildcat, Hellcat, Tiger, and the Albatross, plus some other venerable oldies. Before and after the air parade, all vintage planes will be on static display, along with Grumman's current line of aircraft, the F-14, E-2C, EA-6B, A-6E, and the EF-111, as well as a full-scale mock-up of the Lunar Module. After you've checked out all the flying machines, you might want to go back inside for a look at some of the other displays. Pratt & Whitney, whose engines have powered many Grumman planes since the early 1930's, will have a multi-media show on their long association with the company. And Grumman will screen its own multi-media show, which premiered at the shareholders' meeting in May, all about the first 50 years. In addition, all Grumman programs will have exhibits and videotape presentations. If you missed the Grumman Memorabilia Van — the History Center's traveling museum — when it visited your plant, you can see it again on Family Day. Details about the air show and the exhibits are still being worked out; more information will appear in the next issue of PLANE NEWS, along with a map. Maps and a program of events will be distributed at Calverton on October 11. In the meantime, circle your calendar — and don't forget to pick up your tickets, which will be available at all Employee Service offices during the week of September 22 only. Admission is free, but you must have tickets if you want to join the fun.

people

Story is told

In February 1945, only four Japanese submarines remained in Philippine waters. "Batfish" encountered three of them and sank them in as many days — something that has never been done before or since.

In the dark period following Pearl Harbor, the fleet submarine U.S.S. Batfish was launched with the single objective: to conduct unrestricted warfare against Japan. Now, the story of the sub's hunt for the enemy, her battles and victories, has been told by the man who served as her radio/radar soundman.

Hugh Lowder, a manufacturing engineer in Pl. 56-Glen Arm,

Hugh Lowder

Maryland, is the author of the recently published book, *Batfish: The Champion 'Submarine-Killer' Submarine of World War II.*

Using war patrol reports, the captain's log, and his own diary, Lowder has recreated the drama of life aboard the sub as it was bombed by "friendly" planes, depth-charged by the enemy, and nearly sunk by premature torpedoes. Lowder traces the sub's history from its first skirmishes to the final climactic battle with three Japanese subs — a battle that earned the sub and her crew President Roosevelt's praise for "extraordinary heroism in action."

One of the points that Lowder's book makes is that the war was fought by very, very young men. "We were a bunch of teenagers — 18, 19 years old. Our 'old man,' the skipper, was 28." Through the war, 196 men served on the Batfish; all of them are mentioned in the book.

What were they like?

"Just like any other bunch of guys in the service, I guess," says Lowder, "except I think submariners are a lot closer. You can't avoid it. You undergo a lot of psychological testing before they'll put you on a sub. . . and the ability to get along well with other people is of primary importance. The real gregarious ones work out best. A sub is no place for a recluse or someone with a hot temper."

Lowder started writing his 232-page book in 1973, and signed a contract with Prentice-Hall, Inc. in 1978. The book, tagged at $10.95, is available in most bookstores. . .but Grummanites can purchase it at any Employee Service office. Lowder promises to autograph it for you the next time he's in Bethpage.

'10'

"Some men have it, some don't," wrote the *Union Recorder* of Milledgeville, Georgia. The women of Milledgeville think Grumman's Lew Iuliucci does.

In a survey held by the newspaper, the women of the city gave Lew, Milledgeville's plant manager, the most votes as the man having the most "10" characteristics.

The idea of a "10" came from the movie of the same title. In it, the hero spent most of his

Lew Iuliucci

time on screen pursuing his perfect woman, his "10".

This paper held its survey early in August, asking women to list some of the characteristics they thought a "10" male should have. They named as desirable: a good physique, the ability to dress well, and a good personality, among others.

Lew hadn't seen the survey or the results (though he says he was accused of "stuffing the ballot box" and, if he had seen it. . . .). "I was away on a business trip. When I came back to the office my secretary says, 'You were named a "10"!' She said she would bring in a copy of the article.

"The next day I was running a staff meeting. Right in the middle of it they break it up and award me this plaque, a framed copy of the article in the *Union Recorder!*"

At least Lew admits how he felt being named Milledgeville's male "10". "I was delighted." He also admits something else, "I've gotten some offers since then."

Toughest win

On a Saturday afternoon three years ago, Jim Watson came out of a successful kidney transplant operation. So well would he become that, only a year later, he would be competing in an Olympics.

"I started playing tennis right away," says Jim, a scheduling analyst with Manufacturing Advanced Planning. "When I was on dialysis, I couldn't do much of anything. You just feel so weak."

From tennis he went to running two miles a day to get in

Jim Watson

shape for the first Transplant Olympics in 1978. The Olympics were the idea of an English physician to show that transplant recipients can lead normal lives.

As if to prove that to the world, Jim was chosen not only to compete in his third Transplant Olympics but also to have the honor of lighting the torch for this year's games.

The games were held this year on Roosevelt and Randalls Islands in New York City on August 20, 21 and 22 by the Kidney Foundation of New York. Jim was one of 250 athletes from 16 countries competing in tennis, track and swimming. Jim finished fifth in tennis.

Personals

I wish to thank all my friends and coworkers for their kind thoughts and gifts on the recent loss of my son Paul. Evelyn Baerenklau

The family of the late Frank Campenni acknowledges with grateful appreciation your kind expression of sympathy. The Campenni Family

We wish to thank my friends and coworkers for their thoughtfulness and sympathy following the recent loss of my mother. Goodwin G. Peterson and Family

We wish to express our appreciation for the kindness and sympathy given by my friends during the recent loss of my father. Siegfried Goetz and Family

We wish to thank all our Grumman friends for their kind expressions of sympathy on the death of my wife. Frederick Gauch Jr. and Family

We would like to extend our sincere appreciation to all co-workers and friends for their thoughtfulness and sympathy following the loss of my mother. Don Avondolio and Family

My wife and I were greatly strengthened by the many visits and condolences of our many Grumman friends after the sudden loss of our daughter, Patricia Ann. Patrick J. Coyne

The families of Peter and Richard Ohlsen would like to express our appreciation to all our friends for their thoughtfulness and kindness during the recent loss of our father.

I wish to thank my friends for their help during my recent illness. Varel Peaslee

I would like to thank my co-workers and friends for their thoughtfulness and sympathy during the recent loss of my mother. Mae Gill

We wish to thank my co-workers and friends for their generosity and thoughtfulness after the recent passing of my sister. Gale Richman and Family

We would like to extend our sincere thanks to all Grummanites for their sympathy on the death of our beloved mother. The Marsh Family

We wish to express our gratitude to my friends and co-workers for their kindness and sympathy during the loss of our daughter, Jamie. James Seymour and Family

We wish to thank all our friends and co-workers for their sympathy and kindness during the recent loss of my sister. Katie and Sam Harrison

I wish to express our deep appreciation for the kindness and understanding extended by my co-workers on the passing of my mother. Dick Pearson and Family

The family of W.E. Chamblin acknowledges with grateful appreciation your kind expression of sympathy.

GRUMMAN plane news

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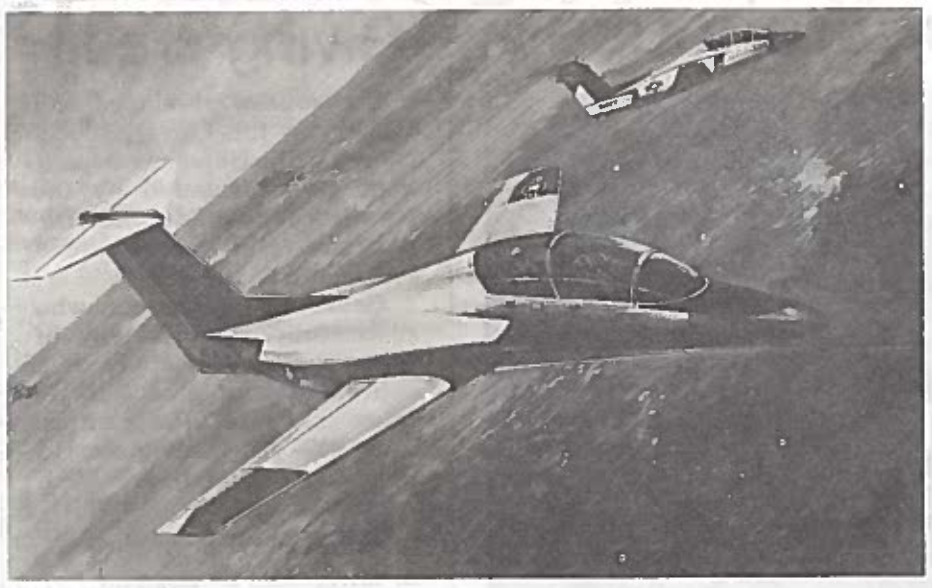

Picture this. *The Grumman/Beech VTX-TS could help train tomorrow's Navy pilots. (photo of painting by Bud Parke)*

VTX clears hurdle

The team of Grumman Aerospace and Beech Aircraft cleared its first hurdle in the race to win the contract to build the Navy's VTX-TS pilot training system and was awarded a $500,000 study contract.

With the announcement of the awards, the number of competitors for the contract has been thinned to six. Originally, there were eight individual companies or teams seeking the contract.

"This is the only major program coming down from the Navy," says Dan Pliskin, the VTX-TS program manager, "and we're making a concerted effort to win the contract to build the system."

The next six months are critical. The bidders have until next February to hone their proposals down to the most effective and economical designs.

Every aspect of the Grumman/Beech proposal—aircraft design, simulators, academic training materials, computer equipment and computer program needs—will be analyzed. Vin Rau, the program's marketing manager, explains that "Each one of those factors has to be evaluated to come up with what we consider the most cost-effective system. Remember, the proposal was submitted last March. We've done a lot more analysis on our own since then, and so has the competition."

After the studies are submitted next year, Rau says the Navy will probably slim the field of bidders to two or three.

Knowledge runs the gamut

"Since the combined Grumman/Beech team knows the needs of Navy pilots from the time they enter the service until they become part of the Navy's tactical force," Pliskin says, "we believe that the team is eminently qualified to design and build a more effective training system."

Beech builds the Navy's primary and advanced flight trainers (the single engine T-34C and the twin-engine T-44A). Grumman builds four of the seven tactical aircraft the Navy now uses.

The two companies joined forces last February to compete for the contract to build the VTX-TS training system for the Navy.

According to the Navy's present schedule, the VTX aircraft is slated to make its first flight in November of 1985. The Navy's investment in the VTX-TS could be in the billions of dollars, according to Rau.

Subsidiary names first president

Mickey to head St. Augustine

Grumman St. Augustine Corporation, a wholly-owned subsidiary of Grumman Aerospace, has named Ross Mickey its first president and treasurer.

Mickey had been Vice President-International Affairs for Grumman Corporation since 1978, after serving as Senior Vice President-Corporate Programs of Grumman Aerospace. He came to Grumman in 1966.

The new subsidiary, located at the 57-acre St. Augustine, Florida, Industrial Park, will be dedicated to aircraft overhaul and modification. Initially, it will convert HU-16 Albatrosses to a 28-passenger transport configuration designated the G-111.

Grumman Aerospace President George Skurla has been elected Chairman of the Board of the new corporation, and Ray Mur, GAC Secretary and General Counsel, is Secretary.

Those named to the board of directors are: John O'Brien, Executive Vice President-Operations of Grumman Aerospace; John Carr, Vice Chairman of the Board-Grumman Corporation; Nat Busi, Vice President and Controller-Grumman Corporation; and Mike Pelehach, President-Grumman International.

Ross Mickey

Slow and steady

"We expect things to start up very slowly," says Mickey. "We'll be holding an open house early in October and start hiring at that time. At the most, we'll have 50 people by the end of the year."

Mickey notes that 12 to 14 Grummanites, from Long Island and from Stuart, will be transferred to St. Augustine. "All of them in a supervisory capacity," he adds. "The rest of the people will be local hires."

The first aircraft for modification will be inducted in November.

"We expect to gradually build up to a conversion rate of one per month," says Mickey. "We also expect to see some S-2 Trackers by the end of the year." Grumman has been doing "inspect and repair as necessary" (IRAN) work on the Trackers for a number of South American countries. The work had been done at Stuart, but will start coming in to St. Augustine.

"Having this facility broadens the company's business base," says Mickey. "It will enable us to be competitive in an increasingly important market."

The mood of the country has changed, Mickey observes.

"There's more emphasis on 'use it up and wear it out' before you go out and buy a new one. In today's economy, it makes good business sense to have a special facility just for updating and overhauling aircraft. It's the fastest growing area today in the aviation industry."

Grumman planes lend themselves well to this sort of treatment, according to Mickey. "Anything that's well designed and solidly built can have a good long life if it's cared for properly," he says.

"The Albatross, which we're turning into the G-111 for Resorts International, will still be a viable aircraft at the turn of the century," says Mickey.

"If it's properly maintained and kept up to date, there's every reason to believe it will last damn near forever."

Insecure?

Do you know how much you've accumulated in Social Security benefits over the years?

If you're 50 years of age and over, Benefacts Inc., the producer of the Grumman benefits report, will be glad to get that information for you.

During the first week of September, the Benefits Department mailed out authorization cards to all Grummanites in that age group. Your signature authorizes Benefacts to obtain from the Social Security Administration your history of earnings.

If the card is received by September 24, 1980, the information will be in the 1981 Benefits Report in the Spring. If you authorized last year, the information will be updated for the 1981 report.

If you have any questions or need more information, call the Benefits Department on Ext. 8129.

obituaries

JOHN A. IRWIN of Conventional Machines, Pl. 3, died July 24 at the age of 55. He had been with the company since 1966 and resided at 9108 218th Pl., Queens Village.

RICHARD R. ORGAN of Fuselage Joining, Pl. 2, died July 24 at the age of 41. He had been with the company since 1958 and resided at 34 Frances Lane, Massapequa.

CHARLES R. HORAK of Q.C. Laboratory, Pl. 10, died July 26 at the age of 54. He had been with the company since 1970 and resided at 1974 Lincoln Ave., E. Meadow.

EDWARD R. HERD of Cust. Supply Reqts. Mgt., Pl. 30, died July 27 at the age of 63. He had been with the company since 1963 and resided at 108 E. Cypress Lane, Westbury.

MARY G. WHITE of Reqts. Planning, Pl. 30, died Aug. 2 at the age of 58. She had been with the company since 1978 and resided at 139 S. Dean St., Hicksville.

EDSEL A. EARLE of Structures, Pl. 6, died Aug. 3 at the age of 56. He had been with the company since 1964 and resided at Hampton St., RR 2, Sag Harbor.

Winds wallop Milledgeville warehouse

A storm, which some eye witnesses believe was a tornado, passed through the Milledgeville plant property, took two storage buildings with it and left a few gray hairs behind.

According to Plant Manager Lew Iuliucci, the storm came out of the northeast at around 2:30 in the afternoon of August 14. "The storm came through with heavy rains and cut diagonally across our back property. The winds must have picked up to a mini-tornado," Lew says about the storm, which leveled a 5,500 square foot storage building and an open storage shed.

"It was a twister"

Chuck Gillie, a material handler in the Shipping Department, was working in Warehouse 4 then. "It got real dark all of a sudden and the wind came right through here," he says. Chuck figures he and the others in his warehouse at the time were lucky that the doors were open, because the wind just came in the back door and went out another, "and cleared all the shelves."

"I had just gone up there to check some honeycomb core," Quality Control Inspector Josephine Haralson remembers. "The next thing we knew, there were parts all over the place. It was a twister." Josephine and those with her had to stay in for some 30 minutes, because downed electric wires were lying on the ground.

Picking up the pieces. *Some of the damage done by the Aug. 14 storm.*

The storm hit on Thursday. The following Saturday Jack McNamara, Aerospace's deputy director of Security and Corporate Services, arrived with a crew from Bethpage to clear the damage. "They had it cleared up by Monday morning," Iuliucci says. "You never would have known anything had happened, except a couple of buildings were missing."

Blood drive shows its potential

The first donations collected under the revamped blood program at Grumman for its Long Island installations were double the usual monthly collections.

"We collected 327 pints of blood on August 18th and 19th," Dave Walsh, the blood program chairman, explains, "but, considering that over 600 pledged to give, we fell far short of our goal. Many people had already made vacation or business plans before the donation schedule came out. In the future, we'll correct this to give people more lead time. Those who weren't able to make their scheduled appointment in August will be rescheduled."

First time donors

Grummanites who did donate were asked to fill out questionnaires. Walsh says the great majority of donors praised the efforts of the Long Island Blood Services and Grumman Blood Drive personnel, crediting the nurses and Grumman volunteers for making their donations "very pleasant."

"The spirit of Grumman donors showed in the fact that 30% of the donors were giving blood for the first time," Walsh pointed out. "Long Island Blood Services personnel told us that this was unheard of! Obviously, they were gratified to see so many first time donors."

Extra energy. *Trudy Conlan had her hands full passing out jelly beans to the 327 blood donors on August 18 and 19. Getting their fair share were (from R) Dennis Augustine, Bill Schultz, Nick Unterstein and Rick Passarella.*

People of the Product Development Operations Center, Business Development, Business Operations and Corporate Systems and Procedures Departments gave on this drive kick-off. Of the four units, Bill Trillo's PDOC scored highest with 64 percent of those who pledged showing up, and 82 percent of them actually donating.

"We're proud of their response," Walsh says, "but I want to appeal to all Grummanites to please honor their pledges. There is a serious need for the blood in our community."

The September donations will be at Calverton on the 15th, 16th and 17th.

Giving credit

Six courses developed and taught by the Career Education and Development Department were reviewed by the New York State Education Department and recommended for college credit.

Grumman employees who successfully complete any of these courses can apply at a college of their choice to receive credit for the courses. This will get them closer to their degrees, and save them money, too.

These are the courses:

A. Management Development

1. "Managing for Productivity" — Recommended for 2 credits at the upper division baccalaureate category toward a degree in Business Administration.

B. Professional Development

1. "Digital Signal Processing" — Recommended for three graduate credits in Applied Math or Electrical Engineering.
2. "Aerospace Structures I" — Recommended for three graduate credits in Aerospace Engineering.
3. "Aerospace Structures II" — Recommended for three graduate credits in Aerospace Engineering.
4. "Administration of Government Contracts" — Recommended for two credits in the lower division baccalaureate/associate degree category or in the upper division baccalaureate category in Business Administration or a related field.
5. "Technical Publication Writing" — Recommended for two credits in the lower division baccalaureate/associate degree category in Engineering Technology.

These six new courses bring to twenty the number of courses, offered at Grumman, recommended for college credit at either the undergraduate or graduate level. The other 14 courses include:

A. Management Development Courses

1. "Communication and Motivation 2 cr.
2. "Fundamentals of Supervisory Management" 2 cr.
3. "Management I" 3 cr.
4. "Management II" 3 cr.
5. "Senior Management Development Program" 6 cr. Grad. Level

B. Professional Development Courses

1. Computer Programming, COBOL 3 cr.
2. Computer Programming, FORTRAN 3 cr.
3. Introduction to Computer Programming 3 cr.
4. Computers: A Managerial Tool 3 cr. Graduate Level
5. Effective Oral Presentations 2 cr.
6. Business and Technical Writing 2 cr.
7. Introduction to Integrated Circuits 3 cr.
8. Integrated Circuits, Part II 3 cr.
9. Introduction to Microprocessors 3 cr.

Kinnear on F-14 readiness: Kudos, confidence

Vice Admiral George E.R. Kinnear, II, held a press briefing at Oceana Naval Air Station on August 18 to discuss the readiness of the F-14s assigned to the Atlantic Fleet. Kinnear is Commander, Naval Air Forces–Atlantic, with his headquarters in Norfolk, Virginia.

The following are excerpts from his presentation.

"In the decade since the Tomcat's introduction, we have witnessed unprecedented Soviet advances in the entire spectrum of threats to the carrier battle group, and the F-14 is the only aircraft in the U.S. inventory with any ability to counter these threats to the carrier force and simultaneously establish maritime air superiority."

What's involved?

"Mission Capable. . . .describes an aircraft capable of performing at least one, and potentially all of it's designated missions. For the F-14, this requires that 52 subsystems be in perfect working order to perform at least one designated mission, and no less than 109 perfectly functioning subsystems to perform all designated missions. If each of those 52 subsystems were 99 percent reliable, the reliability of all 52 working together would be only 60 percent.

Another yardstick

"The fully mission-capable F-14, requiring those 109 operable subsystems, is certainly a goal for maintenance personnel to shoot for. It is not, however, what the operational commander requires to meet his fighter commitments. That commander doesn't care, for example, whether the F-14 needed to launch and destroy an attacking Blinder bomber at midnight wasn't FMC (Full Mission Capable) because it had no daylight photo escort capability on that flight."

"Two F-14 squadrons recently returned from duty aboard U.S.S. Nimitz in the Indian Ocean. From late January until early May, these two squadrons were tasked to fly 2,109 missions, and they completed 2,096 of them with mission capable aircraft. That's a 99 percent sortie completion rate!

"The average F-14 squadron in a typical 12 month cycle these days moves all or part of its aircraft, men and equipment on or off the carrier six times, operates in three locations around the world at various times in response to national defense objectives."

...the F-14 is the only aircraft in the U.S. inventory with any ability to counter these threats...

"We, too, are plagued throughout the military by the effects of the recession. Low productivity, skill-intensive manufacturing techniques and dwindling inventories of exotic materials have pushed procurement lead times out beyond two years, in many cases, before additional spare parts are delivered. Nevertheless, today the portion of non-mission capable aircraft attributable to supply is less than one in five and the trend is again toward increased readiness.

"It's now appropriate to address what we call 'cannibalization,' or removing a part from one aircraft already not mission capable to make another aircraft mission capable sooner. There are perceptions that 100 percent of the cannibalizations in the Navy are due to lack of spare parts. In the case of the F-14 there are numerous 'black boxes' that can be exchanged between aircraft in a matter of minutes, right on the flight line. Performing this exchange can make the difference between completing a mission or grounding the aircraft for a few hours to install a replacement from supply. One of the best troubleshooting devices we have in this high technology machine is the aircrew sitting in the cockpit with the engines turning. They have the capability, through computerized built-in tests, to rapidly isolate a problem to a specific box and inform maintenance personnel accordingly."

People shortage

"I would be less than candid with you if I did not tell you that there are instances where required parts are available, but there are not enough maintenance technicians and supervisors to work all of the maintenance actions needed.

"There is simply no substitute for the experience gained from back-to-back assignments in the F-14 community. That's what we're losing — the experienced talent.

"An example I like to use is the case of the third class petty officer serving as a plane captain in charge of a $25 million F-14 fighter on the flight deck of the carrier Eisenhower in the Indian Ocean who earns less in basic pay than a cashier at your local fast food store.

"Another handicap against retention is sea duty. Family separation is a hardship that is difficult to price-tag, except that a sailor could lose payment of his commuted rations while he is deployed. Further, he loses his ability to moonlight.

The future

"I regard the F-14 as the operational fighter aircraft of today. It can continue to grow in its capabilities to meet new threats.

"Our future goals include converting four of our F-4 squadrons to F-14s within the next two years. You have seen the improving trend. I have every confidence in both the men and women who are associated with the Tomcat, and the airplane itself to meet every commitment imposed upon us."

He's honored. *Fred Haise, Vice President — Space Programs, recently received the Haley Space Flight Award from the American Institute of Aeronautics and Astronautics. Haise shares the award with C. Gordon Fullerton, Joe Engle and Richard Truly, all of NASA's Johnson Space Flight Center. They were cited for "outstanding performance as the flight crews of the Space Shuttle approach and landing tests." Named for Andrew Haley, a founder of the American Rocket Society, the award is given every two years. Dr. Arthur Mager, the president of the A.I.A.A., made the presentation.*

Grumman Corp. opens Western Regional Office

In order to increase the company's visibility and to find new opportunities for all Grumman products and services, Grumman Corporation has established a Western Regional Office. John Norris has been appointed Regional Office manager, reporting to Rolf Larson, Vice President-Corporate Development.

Norris had headed up the Grumman Aerospace West Coast Office, which is at the same location. Duties for the Aerospace group remain unchanged; Dick Edwards is acting manager.

"We've had great successes with our Southeastern Regional Office in Atlanta, and the Chicago Regional Office," says Larson. "The time was right for expanding our efforts."

Norris will be responsible for coordinating all subsidiary marketing activities in the area. "Like our offices in Atlanta and Chicago, this office is there to help," Larson adds. "If you need assistance or have business on the West Coast, you are urged to contact them."

With over 11 years of experience in California, Norris knows a great deal about promoting a company's image in a new territory.

"When I first came out here, I visited the Air Force Space and Missile System Organization," says Norris. "One of the people there asked me where I was from, and I told him I was from Grumman.

"He just looked at me for a moment, and then he said, 'Oh, sure. Grumman. Don't you people operate that Chinese theater restaurant in Hollywood?' "

Norris laughs. "I guess things have gotten a little better since then!"

You can reach the Western Regional Office on (213) 322-6990. Their address is 944 North Sepulveda Boulevard, El Segundo, California, 90245.

what do you think?

The Surgeon General doesn't mention on the side of the cigarette pack that smoking may be damaging to your social life and work relationships. If you don't smoke, do you mind being around all those people who do? And if you've got the habit, do you wish all those goody-goody-two-shoes who don't would just leave you alone?

Recently, we asked Grummanites if they thought smokers and non-smokers should have separate work areas. What do you think?

William Bryant

I'm a smoker, but I can understand how people who don't smoke would like separate work areas. There's one guy I know who walks away from me whenever I light up a cigarette . . . he just can't tolerate it. And I think it's tough for people who are trying to quit to constantly be around people who are smoking.

Doris DeLisi

I'm a smoker now; I don't like the habit, I would like to give it up. And whenever I do have one, I worry a bit that it might be annoying to the people around me. But like everything else in life, courtesy is the key. I think that people who smoke have an obligation to ask their co-workers if it bothers them, and then respect those wishes. If people were willing to do that, there wouldn't be a problem.

Pete Foster

I quit smoking after 23 years . . . I was up to five packs a day. But even while I was a smoker, having other people's smoke inflicted on me was annoying. Now that I've given it up, I guess I'm even more sensitive about it. Nobody likes to have smoke blown in their face. If people just used common courtesy, I really don't think there would be any need to have separate work areas.

Barney Riemer

There's nothing worse than a reformed smoker, and that's the category I'm in. I don't think smokers and non-smokers need separate work areas because I don't think people should be smoking while they're working. Period. That would solve the problem, wouldn't it?

Maryann Maxwell

I don't think it's feasible to have separate work areas for non-smokers. But I think if someone wants to have a cigarette, they should get up and leave the room. I'm allergic to cigarette smoke, so I find it very disturbing to have to sit in the same room with it.

Tony Mazella

I stopped smoking four years ago, so I think I can see it from both sides. I can see having non-smoking areas in restaurants, theaters, places like that. But at work? No, I think that's pretty extreme. If there's adequate ventilation, there shouldn't be a real problem. On the other hand, if I had to work in a small, enclosed area with a lot of smokers, I'd be looking for another job!

Ingenuity pays off

Inside the Grumman gates, John Anderson is not running for president, but he is the winning candidate in the latest Project Sterling idea campaign.

John, who earned $1,800 for his employee suggestion, led the field of 50 other Grummanites who suggested a better way to perform their jobs — and reaped cash bonuses for their efforts. The Project Sterling office awarded $6,470 last month, for ideas that netted over $150,000 in associated savings for the company.

Special approach

A Grummanite for over 31 years, John developed a special tool and support block to help make revisions to a connector on the CAT-3 test system. It normally would take 24 hours to make these revisions. With John's ingenious tool, the job can be done in about one-and-a-half hours. Since the revision had to be made to 200 units, John saved the company a lot of time and money . . .about $50,000.

The electronic technician who works in the Product Development Center in Plant 5 already has plans for the $1,800. "With inflation like it is, I'll have little trouble spending the award."

Runners-up in last month's Project Sterling program were David Thompson, leadman in Electrical Installation and Dominick Chiaiese Sr., flight line mechanic in Fluids. Both men hail from Plant 6 and split $760 for their idea. Winners of $600 were Stephen Haizlip of Final Assembly Inspection, Emil Urciuoli of Assembly Methods and Planning, and Barry Bopp of Structural Systems/Product Support. All work in Plant 6.

More awards

Other Grummanites who received monetary awards were:

$270 — Robert Kappenberg, Pl. 30 and Isaiah Bradshaw, Pl. 21. $255 — William Jagel, Pl. 77. $185 — Robert Schacket, Pl. 43. $175 — Gloria Severin, Pl. 43. $160 — Michael Del Buono, Pl. 43; Charles Layne and Fred Kenneth, both of Pl. 2. $125 — Salvatore Cappiello, Pl. 30. $120 — Michael Jinglewski, Pl. 66. $110 — Robert Craig, Pl. 1.

$100 — Robert Craig and Arthur Fricchione, both of Pl. 7; Kenneth Ball, Pl. 6; Carmine Corridore, Pl. 77; Gary Sjogren and Walter Marszal, both of Pl. 43. $90 — Joseph Felice, Pl. 43. $85 — Andrew Calavetta, Pl. 25. $75 — John Flatley, Pl. 10; Richard Keyer, Pl. 66; Mildred Hollidge, Pl. 66. $70 — Albert Crevoiserat, Pl. 1. $65 — Karl Christenson, Pl. 88. $60 — Clifford Schilling, Pl. 66.

$50 — Francis Gaughran, Pl. 77; Joseph Cudia and Pat Arena, both of Pl. 44; Roy Goddard, Pl. 43; Fred Williams Jr., Pl. 43; Edward Drydol, Pl. 43. $45 — Joseph Hegedus, Pl. 66. $40 — Joseph Bertolino Jr., Pl. 6; Anthony Timms, Pl. 66; Earl Galloway, Pl. 77; Donald Murphy, Pl. 1; Walter Michocki, Pl. 2; Raymond Schmidt, Pl. 44.

$35 — Leon Justice, Pl. 66. $30 — Edwin Scottaline, Pl. 11; Fred Kahl, Pl. 77. $25 — Robert Mauro, Pl. 11; Joseph Truncale, Pl. 43; John Guerriero, Pl. 44; Patrick Mullally, Pl. 6.

Idea man. *John Anderson led the pack of Grummanites who received Project Sterling awards last month. John netted $1,800 for his employee suggestion. (Photo by Bob Settles)*

Need a ride?

BROOKLYN: Bensonhurst, Bay Ridge area via Belt Pkwy to Bethpage. J. Canciglia X4875, 4481

CENTRAL ISLIP/BRENTWOOD/HAUPPAUGE: looking to join carpool or possibly arrange for ride from any convenient location to plt 5, 8am-4:30. K. Zapka, X9670/234-3181

COMMACK: to Bethpage, plt 5, want to start new (or join exist) carpool, 8am-4:30pm shift. J. Langford Jr., X3613

COMMACK: To Plt 30, need one person to join existing carpool, 8am start. 864-2005

COPIAGUE: To Calverton Plt 8, 7-3:30. X(117)6579

LEVITTOWN: to plt 12. "new south road" — Bethpage, 7:30am-4pm. J. Lesser, X5235

QUEENS BLVD: and Woodhaven Blvd or join en rte to Bethpage via LIE, van pool, 7am-3:30pm. M. Conforti, X5851

calendar

AIAA Club: Tues., Sept. 16, 6:30 p.m., Antun's, Hicksville. Guests welcome. A. Tandiorio, Ext. 4907/S. Holmann, Ext. 2678

American Production & Inventory Control Society: Tues., Sept. 23, 6:30 dinner, 8:00 speaker, Musicaro's, Melville. Guests welcome. N. Heilweil, Ext. 2250

American Society of Mechanical Engineers: Thurs., Sept. 25, 7:30 p.m., Brookhaven Nat'l Labs. Guests welcome. Judy, Ext. 6348

China - Burma - India Vets Association: Tues., Sept. 30, 5 p.m., G.A.A. auditorium section A. W. Pytlowany, Ext. 8616, 8617/R. Fong, Ext. 2484

Coin Club: Wed., Sept. 24, 12:05 p.m., Pl. 25 vendor conference rooms. Grumman employees only. K. Hale, Ext. 1737

Computer Club: Tues., Sept. 16 and Mon., Oct. 6, 5 p.m., G.A.A. auditorium, general meeting. Guests welcome. I. Tish, Ext. 4783

Karate Club: every Tues. and Thurs., G.A.A. auditorium, 5:15 to 7:00 p.m., black belt instructors, physical and mental development; beginners welcome; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., G.A.A. auditorium. Regular meeting. Guests welcome. R. Muntz, Ext. 115-6330

National Secretaries Association: Thurs., Sept. 18, 6:30 p.m., Polish Hall, Riverhead. Guests welcome. E. Gaias, Ext. 117-7397

Rod & Gun Club: is offering a 1980 Firearms hunter safety course on Wed., Oct. 1, 7-10 p.m., and on Wed. Oct. 8, 7-10 p.m., (6 hours are required) Pl. 45, Woodbury. Guests welcome. G. Elias, Ext. 113-7716

Scuba Divers Club: Mon., Oct. 8, 7:30 p.m., Chateau Restaurant, Brentwood. Guests welcome. A. Andreiev, Ext. 5537

Ski Club: Wed., Sept. 24, 8:30 p.m., Crow's Nest, East Farmingdale. Guests welcome. A. Garmendia, Ext. 7819/8910

Toastmasters Club: Wed., Sept. 17, 5 p.m., Pl. 25 room C. Grumman employees welcome. P. Ivy, Ext. 2931

scorecard

Hobby show

It's time for all Grumman hobbyists to put those finishing touches on their projects. The annual Hobby Show takes place during the week of October 6th.

A wide assortment of categories are open to all Grumman employees and retirees. They are: ceramics, collections (coin, stamp and miscellaneous), crocheting, embroidery/crewel, general, knitting, metal work, models (misc.), model planes, model railroads, needlepoint, sewing/quilting, ship models, woodcarving, woodworking, and hooked rugs.

Recreation recommends that hangers, forms or items which will help in the display of the entry should be supplied by the exhibitor. Entries must have been completed during the past year. No previous entries will be accepted. Entrants are encouraged to provide descriptive information about their entries (one typed page maximum).

To enter the 1980 Hobby Show, you must drop off your project at the Recreation building, 900 South Oyster Bay Road, during the following times: Monday, October 6, through Wednesday, October 8, from noon to 1 p.m. and from 4 to 6 p.m. If you work at Calverton, contact Sal Cordaro, Ext. 6559; at Great River, call Charles Greco, Ext. 7757. Both will arrange to have your entry transported to the Bethpage exhibit hall.

For further information, call Recreation, Ext. 2133 or 2269.

Pinehurst III

Mike Pelehach and Helen Greiff combined forces to win the last 1980 Mixed Pinehurst tourney on August 20.

The winning duo carded 44 on the Yellow course at Bethpage State Park. Runner-up honors went to the team of Ralph "Doc" Tripp and Bella Cherry. They scored 45.

Champ of champs

Over 140 Grumman golfers spent August 12 on the fairways of Pine Hills Country Club in Hauppauge, vying for the annual Grumman Golf Championship and Kickers Tournament prizes.

Varsity member Jim Minsky carded low gross for men by shooting 71. Runner-up was Gene Piwowar with 72. Top woman golfer was Elena Bernstein with 99. Low gross for seniors was won by Gene Goltz with his 80.

In the low net competition, Tony Collura won the men's division by shooting 88-25=63; Ralph "Doc" Tripp finished with 87-18=69 to walk away with low net for seniors. Joan Pavlat won the women's title with her 106-42=64 game.

Runners-up in the low net divisions were Jack Ingold (88-21=67), and senior Tony Cherry (90-18=72).

Cherry picked up his second trophy by winning the closest-to-the-pin contest. Bernstein swept the women's division by winning both longest drive (210 yards) and closest-to-the-pin. Minsky also grabbed another prize for his longest drive of 300 yards.

After the awards ceremony, all the participants picked up their prizes in the kickers' drawing.

Fit as a fiddle

A complete program of fitness suitable for the novice to the advanced student is being offered to all Grummanites.

Called "Bodies in Motion", this new program features stretching techniques, aerobics and dancercise. The first classes will be held on Tuesday, September 23, from 4:30 to 5:30 p.m. and from 5:30 to 6:30 in the Recreation building on South Oyster Bay Road.

The first class is free; a series of one-hour lessons can be purchased for $30. Comfortable clothing is recommended; a mat is required.

For more information, call Recreation, Ext. 2133/2269.

Bonjour!

Grummanites interested in keeping their French language skills sharp are invited to join the newly formed Grumman French Club.

The first meeting is slated for September 23 in the Recreation building auditorium at 5 p.m. For more information, call Maria Mirpuri, Ext. 3556.

Grudge match

The annual Configuration/Data Management championship game between E-2C Dynamics and F-14 Panthers (Pink) settled the score. . .for this year at least.

The heavily favored F-14 team, sporting their new Pink Panther shirts, looked very impressive during the warm-up. While the Dynamics crew clearly didn't have age on their side, they were banking on experience.

The Panthers sprang to a quick lead in the second inning, 7-2. They managed to score two more runs with the aid of John Scannello who literally stole third base.

The Dynamics also had a hot seventh inning with four hits by John Mullineaux and Bob O'Donnell and home runs by Tom Manikas and Phil Mazza. When the dust cleared, it was Dynamics, 14; Panthers, 9.

Grin & bear it

Al Blake of Field Operations had quite a few tales to tell fellow workers when he returned from his hunting trip in Alaska.

He not only shot a grizzly bear, but experienced the ride of his life. The Cessna in which he and his guide were travelling took a nose dive into a cold, Alaskan lake. Fortunately, no one was seriously hurt.

Co-workers will find it hard to top Al's vacation stories this year.

Good company

Lou Raganella normally works for Grumman Field Operations at Eglin Air Force Base in Florida. But for a few days this summer Lou had his work cut out for himself at the U.S. Senior Open Golf Championship.

Lou qualified in late spring to play in the first seniors championship at the Winged Foot Golf Club in Mamaroneck, N.Y. Over 600 golfers qualified and Lou was in the low 150 who played. Unfortunately the Grummanite didn't make the cut; he missed by only three strokes. Lou shot 82-77-159. Still it was quite an honor for Lou. . .sharing the fairways with the likes of Julie Boros, Art Wall and all.

Power volleyball

If you're interested in playing in a highly competitive volleyball league, call Don Daniels, Ext. 7768. He's trying to round-up a bunch of Grummanites to play in a top caliber Huntington league. The season is from October to April.

One-strokers

Two Grumman golfers recently registered hole-in-ones at Bethpage State Park.

Charles Ridolf used a five-wood on the 17th hole of the Blue course. The ball travelled 147 yards from tee to cup.

Ron Price performed his feat by swinging an eight-iron on the 135-yard 14th hole of the Black course.

Art preview

The annual Grumman Art and Photo Show is scheduled to take place the week of November 10th. More details will appear later this year in PLANE NEWS.

Great growers. *Winners of the annual Great River flower show are: (L to R) Paul Andrisinni (rose-single), Betty MacLean (arrangements), Joe Matters (novice), and Joe DeLuca (general house plants) and Rudy Avitabile (R), chief of Operations, presented the awards. Best-in-show winner Marie Bennett was not available for the photo session, as was Linda Bookman (African violets) and John Snyder (hanging baskets). (Photo by Marie Trimborn)*

Little Green Truck rescued thousands

By the end of 1942, many of Long Island's auto mechanics left their service stations and joined the war production corps. This patriotic gesture brought both good and bad news.

On the bright side, Grumman added a lot of top skilled mechanics to its Hellcat production line. On the other hand, many Grumman commuters had a tough time keeping their aging autos in running condition.

As general manager of Grumman's huge production world, Jake Swirbul noticed one of the prime causes of absenteeism was related to car troubles. Building fighters during World War II demanded a full workforce, so Jake initiated the Emergency Auto Service, fondly called the Little Green Truck.

In 1942, Jake casually referred to the Little Green Truck at a Truman Senate Committee conference on war production, explaining how it cut down absenteeism. Grumman became an ideal model for industry.

"The fleet of 10 vans, wreckers and trucks were all painted 'Grumman green,' " says Ed Mulcahey Sr., who served as a chauffeur, Little Green Truck driver and later head of this unique service.

Home, sweet home. *Ed Mulcahey Sr. and his wife reside in a 130-year old home in St. James.*

"In the beginning, we didn't charge for anything. . .gas, tires, spark plugs, etc. Before long, we ended up charging for parts, but never for the service".

Breakdowns

"If someone couldn't report to work because of an automobile breakdown, we'd deliver him to the plant. Minor repair jobs were done on the road, or we'd tow the crippled car to the nearest garage."

Eventually the service was expanded to give Grummanites even more peace of mind at work. "We'd go to a person's house to pick up his forgotten glasses, repair a broken furnace, or turn off the gas stove," says Ed. "During a coal shortage, we carried around 100 lb. sacks of coal for emergencies."

Good neighbors

Ed remembers several occasions when he had to ask a neighborhood kid to go in the house first to quiet down the Grummanite's dog. "Usually, they were really big dogs, too."

By August 1943, the emergency auto service hit its stride. During a gas drought on the Island, 1,180 motorists were rescued by petro-packing trucks. "It got so bad that we had to use an old lawnmower engine to pump gasoline," recalls Ed. The company eventually arranged to have certain local gas stations supply the precious fuel to Grummanites.

"Aside from gas shortages, the major problem as the war dragged on was aging automobiles," remembers Mit Brown, who headed up the car service until 1945 when he oversaw the Car Conservation Service. "We offered free inspection of cars from bumper to bumper. Suggestions would be made on how to extend the life of the car."

To the rescue. *During the big flood of '44, Grumman Little Green Truck drivers Mit Brown (L) and Louie Calsetta help tow a water-logged car from a local highway.*

Only 12,000 new automobiles were made in 1943; the used car market was badly depleted. "Every person's car was checked that year," says Mit. "I had a crew of a dozen top mechanics and we spent an average of one and a half hours on each vehicle."

Well worth it

Both Ed and Mit remember the long, hard hours they put in during the war. "Our days began when the first Grummanite got a flat tire in the early morning hours on the way to work. . .and ended when the last car left the parking lot. We got a kick out of rescuing people on the roadways. . .and a lot of good memories."

Editor's note: Ed Mulcahey Sr. is enjoying his 19th year of retirement with his wife in St. James, Long Island. His son Ted works as an engineer in Plant 25. Mit Brown and his wife have been residing in Salem, New York, near the Vermont state line, since 1971. Both retirees admit they no longer tinker with automobiles. They leave the fixing to their successors in the auto mechanics field.

Set 25-yr. luncheon

The annual 25-year luncheon is slated for Tuesday, December 9, at Colonie Hill in Hauppauge. All Grummanites who have worked at Grumman for 25 years or more will receive invitations in the near future.

Student note

Grummanites who plan to attend college this fall are reminded that Tuition Reimbursement brochures and applications are now available in all Employee Services offices.

GRUMMAN plane news

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